The WESTERN RAILROADER

For the Western Railfan

THE MILWAUKEE ROAD

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VOL. 23, NO. 6 JUNE, 1960 ISSUE 246

EXCURSIONS

June 26 — Tuolumne Lumber Jubilee special via Santa Fe and Sierra Railroad.

Central Coast Tours, P.O. Box 982, Los Gatos, Calif.

July 2-4 — Cal-Nevada party trip via Western Pacific "Farewell to the Zephyrette" with side trips over the Nevada Northern (steam) and Tooele Valley (steam) shortlines. Return on Zephyr.

Arthur Lloyd Jr., 974 Pleasant Hill, Redwood City, Calif.

July 17 — Cal-Nevada visit to Ventura County Railroad at Oxnard. Group trip on SP regular trains plus special on shortline.

July 31 — Joint Annual Picnic Trip to Big Trees by SP special train via Oakland, San Jose, Watsonville, and Santa Cruz. Operated by BAERA.

Victor Du Brutz, 314 15th Street, Oakland, Calif.

Aug. 27-Sept. 5 — Annual Cariboo Special via WP, SP&S, GN, Canadian Pacific, Northern Alberta, and Pacific Great Eastern.

Western Pacific Public Relations, 526 Mission St., San Francisco 5, Calif.

Sept. 2 - 5 — Central Coast — Grand Canyon trip with routing via California Cutoff and Peavine during daylight hours, returning main line all the way. Full day at the Canyon.

Central Coast Railway Club, P.O. Box 783, San Jose, Calif.

Sept. 24-25 — Pacific Coast Chapter — Reno via Western Pacific, returning Southern Pacific. Will cover Quincy Railroad.

Don Thrall, 610 Arlington Ave., Berkeley, Calif.

Oct. 1-2 — Cal-Nevada — Sierra Railroad.

Oct. 7-23 — Cal-Nevada and Pacific Coast Chapter — Central American and Mexican railroad tour.

Los Angeles Excursion Notes

The Pacific Railroad Society will operate a boat - train over the LAMTA on Saturday, June 18, as part of a rail-boat trip to Santa Catalina Island. Two 2-car trains will be operated from 6th & Main terminal in downtown Los Angeles to Long Beach to connect with M.S. Magic Isle. Fare $10.45 from PRS, Box 5279, Metro Station, Los Angeles 55, Calif.

The Pacific Railroad Society plans a Labor Day Weekend trip September 2-5 of some 1800 miles going via Santa Fe from Los Angeles to Stockton, Western Pacific to Bieber, Great Northern to Hambone, McCloud River RR to Mt. Shasta, Southern Pacific to Montague, Yreka Western to Yreka. Returning via Yreka Western and Southern Pacific to Los Angeles.

Northwest Excursion Notes

The Pacific Northwest Electric Railway Ass'n will operate a rail-fan excursion out of Portland, Oregon, over the SP&S to Vernonia, Oregon, on Sunday, July 24. Fare will be about $4.95 including lunch. Write: PNWERA, Box 62, Tualtin, Oregon.

Correction on the address for "Casey Jones Excursions" in the Seattle area: Miss Carol Cornish, Studio 301, 907 Pine Street, Seattle 1, Wash.

THE WESTERN RAILROADER
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Milwaukee Road Electric Locomotives

By INSLEY J. BRAIN, JR.

ORIGINAL LOCOMOTIVES — EP-1, EF-1, 2, 3 & 5

The first group of electric locomotives received numbered 42, all of which were built by the General Electric Company and the American Locomotive Company. The first locomotive was ordered November 25, 1914, and was delivered as required by the contract only 10 months later. Although there were several orders involved, all 42 locomotives were delivered by late 1916. Thirty were intended for freight service and 12 for passenger, the only differences being the gearing (82:18 and 71:29), top speed (30 mph and 60 mph), the oil fired train heating boiler equipment, and the car lighting motor-generator units.

At the time of purchase, each locomotive consisted of two A units semi-permanently coupled back to back. Because, unlike most present-day diesel-electrics, the cabs "float" on the running gear without carrying any drawbar load, the two units actually are a single articulated locomotive of 2-B-B-B-B-2 wheel arrangement. The designers provided a certain flexibility, however, by making the articulation joint easily adaptable to a standard draft gear so that some of the passenger units could be used singly on local trains. As the years rolled by, freight car draft gear has become steadily stronger, allowing heavier motive power at the head end, and the theory of many small units has proven quite satisfactory. As can be seen in some of the accompanying photographs, several of the units have been altered, some with cab and pilot wheels removed, and are now used as B units. Over the last few years, "locomotives" have consisted of from one to four units. Two units have been rebuilt with a curved, two window front for use with the streamlined "Olympian Hi," and are used with another unit between Othello and Tacoma during those periods when the passenger service is electrically propelled.

Each of the 84 units has four GE-253 motors, with a pinion on each end of the shaft driving either a recently installed solid gear, or the old spring loaded gear attached to an axle. Not to be confused with a quill drive, the net result to the drive train is the same: protection of the gear teeth and motor shaft from the shocks of starting heavy trains. Each motor is rated at 512 hp for one hour or 430 hp continuous, or 2050 hp and 1720 hp, respectively, for one unit. Each unit has a 30 minute rating of 2800 hp. The motors are designed for

1500 v-dc, and are permanently connected, two in series, for 3000 v-dc operation. They are of the commutator pole type, and are fan cooled by cab mounted blowers. Each unit is able to handle 625 tons on two per cent up grade at 16 mph (continuous), and will regenerate about 50 per cent as much power while going down hill as it consumes going up. In addition to the regenerative feature each unit carries a 150 cu. ft. per min. compressor for the air brake system.

Other features include insulated cabs with 3000 v-dc blowered "foot warmers," speed recorder, watt hour meters (as well as motor ammeter), and heated flange oilers.

These locomotives required only minor alterations after testing, and have exceeded all claims of the designers as to tonnage, reliability and durability. While it is true that the manufacturers had previously completed the very similar and highly successful Butte, Anaconda & Pacific units, the mechanical and electrical excellance of the Milwaukee Road's first 84 units, 78 of which are still on the roster, is a tribute to all involved. It has been 15 years since a Milwaukee Road official remarked that the locomotives owed nothing to the company; now, 45 years after construction, one might say the company owes them.

THE SWITCHERS

In view of the large amount of yard trackage to be electrified, two switch engines were ordered in 1916. These are, insofar as is practical, the 70-ton Alco-GE steeple cab so well distributed during the earlier years of this century. To quote the "General Electric Review":

"The two . . . are known as Type 404-E-140-4GE-225-3000 volt locomotives . . . As the above classification indicates the locomotive is an eight wheel, swivel truck type weighing 70 tons and is equipped with four geared motors."

Two factors caused these units to differ from most 70 ton electrics. First, they were designed to utilize as many parts common to the main line locomotives as possible. To this end, the standard 3000 v-dc, 150 cu. ft. per min. compressor, all small switches, headlights, cab heaters and pantagraphs are interchangable. Secondly, these were the first small locomotives built for so high a voltage, thus presenting some new problems. The principal difficulty was designing a small 3000 v-dc traction motor. Type M control with 10 steps in series and nine in parallel is used.

With a nominal rating of 542 hp, these locomotives can develop 13,480 lbs. tractive effort at 13.2 mph continuously, and 42,000 lbs. at low speed for short periods.

In 1919, two similar locomotives of 82 tons were purchased.

THE BI-POLARS — EP-2

Probably the best known of the Milwaukee Road's power — steam or electric — are the "Bi-Polars." Built by Alco-GE in 1919, these five units were intended for passenger service on the Cascade electrification between Othello and Tacoma.

In some respects, these locomotives resemble the earlier units. The three section cab "floats" on the four driving and two guiding trucks, with the articulation joints in the trucks taking the drawbar loading. Oil fired boilers supply steam for the cars, and the control systems are quite similar. And there the similarity ends. The original box cabs are fine locomotives — put them on a train, and it moves — dependably and with dispatch. But for appearance, you might as well have a pair of box cars up front. They're the personification of "Plain Jane." Not so the bi-polars. Long (76 feet) and massive (265 tons), with the low curved hoods leading to the three section steeple cab, these units seemed to fit the scene — snow capped mountains, tall evergreens, a man-made two per cent grade, and a train load of happy passengers speeding along behind a noiseless, gearless, smokeless locomotive. In 1919, how many single unit locomotives, steam or electric, could handle 1100 tons at 25 mph on two per cent grades? Two — and the bi-polars were one.

Noiseless? Gearless? Yes, because the motor armatures are mounted on the axles — 12 driven axles, 12 armatures, and no gears. No motor suspension problems, no noise, no high speed moving parts. Just smooth, silent power, roughly as much as three burbling 2000 hp (engine rating) diesel units totalling three times the length and twice the weight of one bi-polar. And the gearless electric is 90 per cent efficient, while the diesel is but 30 per cent efficient.

With 12 motors to do the work, the bi-polars were constructed to pull a 960 ton (12 car) train over any grade on the line. In practice they can handle an 1120 ton train. They were equipped with MU control, but the 1959 roster lists them as single units.

Despite the unusual motoring equipment, the public interest was aroused mainly by the cab design. Resting on 1-B-D-D-B-1 running gear, the cabs are in three sections. The two end sections are each about 28 feet long. The outer portions are the curved hoods, housing the electrical gear, compressors and motor-generators (for low voltage equipment). At the inboard ends of these two bodies is the engineer's cab with a pantograph on the roof. The end bodies are carried on the trucks, but do not carry any drawbar load. Between the end bodies, and carried on them (rather than the trucks) is a 15 foot body containing the oil fired train heat boiler and attendant fuel and water tanks. Dis-assembly of the locomotives for shopping can be accomplished by removing the center body and pulling the articulating pin between the two eight-wheel drive trucks. The resulting two "units" cannot be operated separately, unlike the original box cabs.

One of the most important features of these locomotives is the design of the leading and trailing trucks and the method of suspending the cab weight on them. The successive trucks are coupled together in such a way as to break up any lateral oscillations caused by rough track, while the bodies are supported in such a way that the thrust of the leading wheels against the track is cushioned by the movement

of the main cab. This suspension is both easy on the track and productive of exceptionally fine riding qualities.

The gearless motors are wound for 1000 v-dc, and are operated 3, 4, 6, or 12 in series as operating conditions require, with field taps and resistance providing additional control. Each armature, axle and wheel set weighs 9500 lbs. — this is, of course, unsprung weight. Armature diameter is about 30 inches, length about four feet. Six small blowers circulate air around the motors. Like the other road engines, the bi-polars feature regenerative braking. Four of the motors supply the necessary exciter current, thus reducing motor-generator requirements during regneration.

Maximum rated safe speed is 70 mph, however, the fine riding qualities of the locomotives and over-speed characteristics of the motors allow higher speeds with safety.

At the present time, these fine locomotives are stored at Deer Lodge shops, due to the present (early 1960) policy of running diesels through on passenger trains. That there is nothing basically wrong with them, 40 years after construction, is evident in the estimated cost of restoring one to service — $1500.

BALDWIN PASSENGERS — EP-2

Early in 1920 Milwaukee took delivery of 10 very business-like box cabs for passenger service on the Rocky Mountain electrification. Although Baldwin had supplied a large number of steam locomotives for the road, these were the only electrics not supplied by Alco-GE. The usual combination of Baldwin-Westinghouse existed, and each did his part well, for little trouble was experienced with these locomotives during their almost 40 years of service.

No new principles were employed — just tried and true combinations of twin armature motors, quill drive, and lots of weight. The result was the largest, most powerful locomotives on the road at that time. These brutes weighed in at 310 tons, with 210 tons on the drivers. 105,000 lbs. TE could be exerted on starting. 4200 hp at 24 mph was the one hour rating, with 65 mph the maximum safe speed.

To make these locomotives go, six axles were each driven by a "twin," or two-armature motor, each armature designed for 750 v. The motors were entirely truck-frame supported, and each armature was geared to a single quill mounted drive gear, with a ratio of 89:24 employed. The quill shafts surround the axles, with a considerable clearance allowed, and are carried by the truck frames. They in turn, drive the wheels via a spider sprung to the wheel spokes. Although not original with Milwaukee — similar locomotives were in service on the New Haven — the large tractive effort involved did make this choice of drive a bit risky. Chief advantage of a quill drive is that the unsprung weight is limited to wheels, axles and bearings, with all motor and gear weight sprung. Additionally, slippage shocks are damped by the springs before they reach the gear teeth.

Running gear was generally described as two Pacifics, lined up back-to-back and articulated. Although a total wheel base of almost 80 feet resulted, the rigid wheelbase was only 16 feet 9 inches. The drivers were quite large for a gear driven locomotive, being 68 inches in diameter. As with all Milwaukee locomotives — and until recently, all heavy traction — the tractive effort was transmitted through the truck frames, with the 78 foot cab "floating" on the running gear.

Aside from two small generators mounted on the pilot trucks, all auxiliary equipment is cab mounted. Included are a 150 cu. ft. per min. compressor, small MG sets for auxiliary equipment, and the train heat boiler, oil fired as on other Milkaukee power. Two motorman's positions, one at each end, were provided.

With the decline in passenger service that occurred after the Korean War, the big box cabs were no longer required, and have been scrapped.

THE "LITTLE JOES" — EF-4

With the beginning of the diesel landslide following World War II, rumors predicting abandonment of the electrification persisted. the equipment was old — poles needed replacing — why even the Olympian Hi was diesel all-the-way.

The rumors were effectively killed when, in 1950, the Milwaukee indulged in the purchase of 12 new electric locomotives. Figuratively speaking, these were acquired at the General Electric bargain basement. Part of an order of 60 inch gauge locomotives ordered by, built for, but never delivered to Russia, GE foresight designed them so as to be adaptable to either 56½ inch or 63 inch gauges. When it became obvious that they could not be delivered to Russia, the Milwaukee, the South Shore, and the Paulista, the latter a 63 inch gauge Brazilian line having earlier GE locomotives of similar design, purchased the lot. Milwaukee's conversion job included changing the gauge, painting, and installation of train heat boilers on two.

Of noble proportions, the "Little Joes" are 87 feet, 9 inches long and tip the scales at 586,600 pounds. Although rated at 101,400 lbs. tractive effort, and 5110 hp (25.2 mph) at construction, the Milwaukee's 1959 roster rates them at 110,750 lbs. TE, and 5530 hp. The large body is of a design common to the 1940's — a cab at each end, somewhat similar to "carbody" diesels in appearance. 2-D-D-2 running gear carries the tractive effort directly to the drawbars, with the body "floating" on top.

Since the "Joes" can be operated MU, it was only natural that power would be concentrated at the head end. The common practice calls for two "Joes" and an Electro-Motive GP-9, or some 12,500 hp, on the point. The GP-9 adds just enough TE at a couple of critical points to allow a 3600 ton train to move west (Harlowton-Avery) or 5800 ton train east, without set outs or helpers. Considering the scarcity of "Joes" (12 on 440 miles of railroad) and the fact that the short periods on heavy grades would up the power rate for the

month if electric helpers were used, the use of the diesel helper seems quite practical.

The diesel control system designed by Mr. Wylie shortly after he "retired," is effective, yet simple. In the cab of the "Joes" a miniaturized diesel controller is mounted on the E-4's own controller. A readily demountable arm connects the two. Inside the electric's controller micro-switches tripped by the "Joe's" reverser manage reversing of the diesel. In front of the motorman is a small diesel control panel, mounted just to the right of the four instruments applying to the electric (two ammeters, a speedometer, and the line voltage meter). The diesel controls include switches for "control and fuel pump," "engine run and controller," "generator field," and "headlight," and "engine stop." Also included are a sander control, engine malfunction alarm bell, motor ammeter, and wheel slip light.

Under normal conditions, the arm between the two controllers is disconnected, and the "engine run and controller" and "generator field" switches are off. When heavy grades make use of the diesel necessary, the arm is connected, the switches turned on, and a 1500 hp (diesel engine rating) helper "cut in." It is necessary to disconnect the arm at all times when on regenerative braking.

The EF-4's are powered by eight GE-750 com. pole motors of 1500 v rating, single geared to the axles. Type P MU control is used.

These are probably the most useful locomotives on the entire Milwaukee Road today. Although in use on only 440 miles of line, the 12 "Joes," with GP9 helpers, handle almost all freight traffic the road handles across the continental divide and two lesser but none-the-less impressive ranges. Although two (E-20 and E-21) were used for passenger service at one time, the boilers are now removed. During periods of electric passenger train operation, bi-polars now serve the Rocky Mountain electrification.

MILWAUKEE ROAD
ELECTRIFICATION

The foregoing is a chapter out of the forthcoming book MILWAUKEE ROAD ELECTRIFICATION, published as a joint effort of The Western Railroader and the Bay Area Electric Railroad Association. The 40-page plus book will have a history, description, roster, map, and many pictures. Just $1.50 . . . order your copy today:

BOOK DEPARTMENT
THE WESTERN RAILROADER
P.O. Box 668
San Mateo, California

Out about July 1

'Complete' Transit Plan

The complete revised transit plan of the Bay Area Rapid Transit Commission staff was revealed May 12. Drastic changes in the San Francisco and Peninsula route were revealed with the East Peninsula route being adopted and the Mission route being abandoned in favor of a Twin Peaks line to Daly City.

The one catch was a billion-dollar price tag well over the bonding limit of 15 per cent of the total assessed value of property in the district.

The Peninsula line would operate on Market Street to Ninth Street then southward under Russian Hill to connect with the SP right-of-way near Army St. From there the SP line would be followed to San Antonio Avenue below Palo Alto. The Mission route has been dropped in favor of a local line on Market Street through Twin Peaks Tunnel and then southward to Daly City.

Cuts in the plan are being considered to bring the cost down to the bonding limit. One suggested by the staff would be termination of the Market Street subway at Van Ness Avenue and use of streetcars in the subway which would use surface routes west of Van Ness. Possible postponement of the Marin line or termination at San Rafael were also mentioned.

Concrete Ties on WP

As part of the 25th Street ramp remodeling in San Francisco, Western Pacific has installed the first prestressed concrete ties on the west coast. Some 45 concrete ties were placed under rails leading to the new ramp constructed for loading cars on the car-ferry "Las Plumas" at San Francisco.

Tuolumne Lumber Jubilee

The annual Tuolumne Lumber Jubilee will include a tour from the Bay Area on June 26 run by Central Coast railfans. A special Santa Fe train leaves Richmond at 7:15 a.m. and will return to Richmond at 11:15 p.m. The fare is $14.00 from Richmond. The Sierra steam engine 28 will head the train from Oakdale to Tuolumne and will make two "commuter" trips between Jamestown and Tuolumne during the day. Plans include a barbecue dinner at Oakdale on the return trip at $2.00. Tickets and information: Central Coast Tours, Box 982, Los Gatos, Calif.

Los Angeles Streetcar Trip

An evening streetcar tour will be operated Wednesday, July 20, 1960, over the narrow gauge streetcar lines of the LAMTA in Los Angeles using a late model PCC car. The car leaves the 12th Place & Georgia carhouse at 6:30 p.m. for a four-hour tour. Fare is $2 00 from the Electric Railway Historical Ass'n of Southern California, P.O. Box 3292, Los Angeles 54, Calif.

The same group plans an evening tour of the Long Beach line on Thursday, August 18.

Bay Area Buys 1003

The Bay Area Electric Ry. Ass'n was high bidder for S.F. Muni streetcar 1003 at $421 on April 11. The car was retired from regular service on April 21 and it was planned to run an excursion with it on May 14.

RAILWAY AGE

Northern Pacific has ordered twenty-five 70-ton gondolas from Ortner for late '60 delivery. Santa Fe has ordered CTC equipment from Union Switch & Signal for installation between Maine and Seligman, Arizona, 67 miles. Great Northern has ordered 20 Airslide covered hoppers from General American for mid-60 delivery. GN shops will convert 25 gondolas for tinplate coils with removable roofs and roller bearing trucks.

Plans for a monorail at Seattle for the Century 21 Exposition have been abandoned by the Seattle Transit Commission as the exposition will only run six months. Milwaukee announced plans for 75 double-deck commute coaches for its Chicago suburban service. Santa Fe's equipment purchases include 300 box cars, 200 insulated box cars, 150 flat cars, 200 auto box cars, all to be built at the company shops at Topeka. Other orders are 500 mechanical refrigerator cars from General American, 300 gondolas from Magor, 150 70-ton hopper cars from Greenville Steel Car Co. In addition Santa Fe has ordered 25 baggage car shells from Pullman-Standard to be completed at the Topeka company shops.

A tri-level frame for transporting autos on a Clejan piggyback car has been developed for the Southern Pacific which will carry 15 of the smaller U.S. autos on three levels. SP has ordered 100 more 95-ton hopper cars with aluminum bodies from ACF for Texas sulphur service. Rio Grande has ordered 200 70-ton hoppers, 50 50-ton bulkhead flat cars, and 25 70-ton covered hoppers. "Pacific Northern Railway" is the name chosen for the Wenner-Gren railroad to extend from the Pacific Great Eastern terminus to the Yukon border on which construction is expected to begin this summer.

Track Removals

The former double track Key System trackage on Poplar and Louise streets in Oakland were removed during April and replaced by single track welded rail for Oakland Terminal operation.

Trackage on the Bay Bridge west of Yerba Buena Island has now been removed and replaced with pre-cast slabs for highway use.

The inner loop in front of the East Bay Terminal used by the S.F. Muni has been removed leaving just two tracks on the ramp for streetcars.

WP Asks End of Local

The Western Pacific has petitioned the ICC for permission to discontinue its local passenger trains 1 and 2 between Oakland and Salt Lake City. The trains run with RDC Budd cars, WP calls them "Zephyrettes," run tri-weekly in local service. The WP states that its direct out-of-pocket loss last year was $255,000 with operating costs averaging more than $1 per mile and revenues of but 12 cents per mile. The runs were put on originally to free the California Zephyr from local stops and pass riders. Recent U.S. postal and Railway Express routing changes have resulted in substantial losses of head-end revenues.

UP AND DOWN THE LINE

The past weeks have been bleak from a railfan standpoint with the following events taking place:

April 24 — SP speeded up its mail trains with the result that several California communities lost their rail passenger service. These are Macdoel, Bray, Mt. Shasta, Anderson, Cottonwood, Red Bluff, Corning, Orland, Willows, Maxwell Williams Arbuckle, and Woodland.

April 29 — The narrow gauge between Keeler and Laws came to an end.

May 2 — The Oakland Daylight and Oakland Lark, trains 73, 74, 250, and 255, made their last runs on May 1 (train 73 finished on May 2) ending all passenger service between Oakland and San Jose and also ending a nice summer connection between trains 73 and 10 at Oakland for passengers traveling from points north of Los Angeles to Oregon and points in the Pacific Northwest. The connection at San Francisco is missed by 20 minutes between the Lark and Shasta Daylight. SP claimed a $7.00 per mile loss for these Oakland-San Jose trains.

On the same day trains 90 and 91 switched terminals from San Francisco to Oakland but no passengers are allowed to be carried between Oakland and San Jose. SP carries no indication in the timetable of any connection at San Jose to and from San Francisco for these trains. A southbound commute train leaving San Francisco at 11:20 p.m. misses train 90 at San Jose by three minutes — but the commute run is one the SP wants to take off, anyhow, and discourage.

SP removed the dome car and coffee shop car from the "Overland" and instituted a hamburger grill car in their place. The move is only supposed to be "temporary."

—Fred Stindt

Cariboo Country Special

The annual trip to the Pacific Great Eastern will run counter - clockwise this August 27 to Sept. 5. The tour will take the Inside Gateway (WP-GN-SP&S) to Vancouver, and then via Canadian Pacific to Lake Louise and Edmonton. Then over the Northern Alberta to Hines Creek and Dawson Creek thense down the Pacific Great Eastern to Vancouver and over the Inside Gateway home. Fares start at $395 for upper berth including meals, tours, and taxes. For brochure write: WP Public Relations, 526 Mission Street, San Francisco 5, Calif.

SP 'Piggy-Boxes'

Southern Pacific has put its new container system into operation which it has termed "Piggy-Box." The boxes are 8x8x24 feet and are capable of carrying loads in excess of 20,000 pounds. The boxes are designed to roll on to Clejan piggyback cars and can be transferred to specially built trailers for highway haulage. After exhibition locally they were placed in experimental service between the S.F. Bay Area and Portland.

The latest order of 100 new R-85 trailer flatcars began delivery in May, some of which were loaded at Detroit with the SP's new auto carriers stacked with automobiles for west coast delivery.

BOOK REVIEWS

BALDWIN LOCOMOTIVE WORKS

A deluxe reprint of an 1881 illustrated catalogue of the Baldwin Locomotive Works of some 150 pages on heavy stock, two-color printing and fine hard-cover binding. A 50-page sketch-history of the company precedes the engine description and photos. The book is beautifully bound with gold leaf lettering. For those who collect such items this is a prize at just $10.00. Published by Howell-North and available through the book department of The Western Railroader.

LIMA LOCOMOTIVES

An interesting reprint of a Lima Locomotive builder's catalog of 1911 provides some interesting looking plus a valuable collectors' item for those interested in such material. It has a wonderful print job — especially the three-color cover.

ROCKY MOUNTAIN OFFICIAL GUIDE

A reprint of a 1906 guide book with timetables of the far west. It runs 116 pages, color cover, timetables and descriptive data. An unusual sidelight are the ancient jokes used as fillers by the original editors.

Both volumes are issued by Pacific Railway Journal, P.O. Box 91, San Marino, California, with Lima Locomotives $3.00 and Official Guide at $3.50 — both for $5.95.

It is difficult to be critical of these three volumes as the publishers have done excellent reprint jobs — nevertheless, I am left with some misgivings that perhaps none of them were worth the time and effort taken to reprint them.—FAG

UP Switcher Donated

The City of Las Vegas received a present of Union Pacific 0-6-0 switcher number 4442 on May 16 for display at Union Pacific park in the Nevada city. The engine will become part of Fantasy Park as a plaything of the children of the community.

Miscellaneous Notes

The Alameda - Contra Costa Transit District has arrived at an agreement on a sales price of the Key System bus lines at $7.5 million.

The SP closed its Burbank station and ticket office April 22 — 19 years after the last scheduled stop was removed.

The Los Angeles Union Stockyards owned and served by the Santa Fe owned Los Angeles Junction Railroad closed April 29.

Back Issues

Issue 229—
OREGON & EUREKA RAILROAD — An 18-page enlarged issue on the common carrier-logging line north of Eureka operated by the Hammond Redwood interests. A fine history, map, rosters, and 15 photographs. 50c

Issue 231—
SONOMA PRISMOIDAL RAILWAY — A five-page feature on California's first monorail to be actually built and operated. Walt Sievers' fine history, map and two historic illustrations. 25c

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